

# THE RICHMOND PLANET

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## A STREET-CAR CRASH.

### Walking Colored Folks Not Injured—Mr. Powers Disgusted.

#### THE "JIM CROW" RULE VERY UNSATISFACTORY. COMPANY EXPLAINS—THE SITUATION AT PRESENT.

The street-car situation here remains the same. Eighty or ninety per cent. of the colored people are walking. It would require much space to detail the individual cases, where colored people, both male and female have suffered in their efforts to emphasize the disapproval of this iniquitous rule made by the street-car company.

One colored female weighing approximately two hundred pounds has been walking from up-town to Church-hill, although she has been unfit for service when she reached her place of employment.

**WHITE FOLKS IN STREET CAR WRECK.**

The wisdom of the colored people in avoiding trouble by staying off the street-cars was never more strikingly illustrated than in the crash of the freight cars at the C. & O. tunnel entrance near 18th and Marshall Sts., into street-car No. 353 last Monday.

Only white people were on the car and as a result, Mr. Fred Gayle, Mr. Frank W. Fields and Mr. George P. Outland, all white were injured. The first named is at the Virginia Hospital.

**MR. POWERS' LETTER.**

The feeling of the white people is well expressed in the following letter of Mr. R. W. Powers of the firm of Powers, Taylor & Co.

Richmond, Va., April 22, 1904.  
Mr. S. P. Huff, Manager Passenger and Power Company:

Dear Sir:—

I take a lively interest in every thing that tends to promote the best interest of this city, one of the elements of our growth and prosperity is a good car service, and I am pleased to observe that you are rendering a first-class service. I have felt it necessary to express to you my regret exceedingly that you have felt it necessary to enforce the law dividing the races on the cars. I have heard but one expression, and I have heard many that it was unnecessary and calculated to produce friction if nothing worse I have freely used the cars since they have been here and have never had any trouble or been inconvenienced by the Negro.

It is not pleasant to have a conductor speak to your wife as one died to mine to-day. She got on a Clay street-car at Park and Harrison about 9 a. m., she took her seat very near the middle of the car, she was the only passenger on the car when the conductor told her she must move up to the front of the car; she replied to him that she was the only passenger and that there was no necessity of her moving, that she would do so if it was necessary. When he replied, "You will have to move, there is the law."

Now Mr. Huff, what has occurred to Mrs. Powers may occur to others and there are some people who will not stand it—I hope you will look carefully into this question and see if it will not be to the interest of the public as well as to the management of the cars that this foolish law be not enforced.

Very truly yours,  
R. W. POWERS.

**MR. HUFF'S EXPLANATION.**

The Virginia Passenger and Power Company, through General Manager S. P. Huff replied that the present arrangement was due to an effort to prevent the placing of separate compartments in the street-cars, a thing which would tend to bankrupt the company. Mr. Powers promised to try to comply with the rule.

Richmond, Manchester and Petersburg are the only cities that have "Jim Crow" street cars.

If the colored people continue to stay off the cars, the company will be as much of a bankrupt as it would be to have separate cars.

The officials of the company are of the opinion that the colored people will, within three months get tired and be back on the cars in full force.

The colored people alone can decide this question. The white gentleman, who spoke to us about his cook says that about bringing his dinner to him on the street-cars. "She wants to walk."

The great objection to the rule is that it was unnecessary. General Manager Huff can remove the obnoxious signs and restore the former status of affairs whenever he chooses to do so. There is no law compelling a "Jim Crow" system on the street-cars of Richmond.

## MR. J. E. BRUCE SPEAKS PLAINLY.

**The Street-Car Situation.**

Yonkers, N. Y., May 9th, 1904.—My Dear John Mitchell:—

The Negroes of Virginia are, with you, to be commended for their magnificent display of self respect, and their courageous refusal to ride in "Jim Crow" compartments on public carriers. I have recently heard several very prominent white gentlemen in New York, speak in highest terms of the manliness of the black men of Virginia, in the stand they have taken while they denounced in unmeasured terms the contemptible action of the street railway company in thus seeking to further humiliate intelligent and self-respecting Negroes.

**PEOPLE WILL YET WIN.**

They predict that if the Negroes do not weaken, the company which is paucifying to a manlin public (?) sentiment will feel the effects of the loss of patronage, which loss cannot fail to affect the pocket nerve of the promoters of this latest iniquity. I hear only words of praise for your manly stand in this crisis and of your sensible advice to our men and women to "walk."

**VOICES THE HOPE.**

God grant that there may not be found in the city of Richmond any Negro man or woman so wanting in self respect or pride of race as to submit to the gross indignities against which the Negroes seem to be now contending. Their effort for the triumph of justice and fair play cannot fail to be productive of good. Twenty years hence, the white race in Virginia will be ashamed to refer to the record which is now being made by white men in Richmond who seem to forget that the law of compensation compensates, and that this world was not made for Caesar and his Queens.

**GOD'S JUSTICE SUFFICIENT.**

When human justice fails there is consolation in the thought that God's justice is sufficient for all purposes. The present petty persecution of our race in Virginia, politically and otherwise by white men is a magnificent tribute to the worth and value of the race and a compliment to its progressive spirit. If the Negroes of Virginia were all that Mr. Page pictures them in his Magazine article, there would be no fear of them politically and no objection to them on street-cars.

**TIME WILL DETERMINE.**

The logic of events will determine all these grave questions within the next few years. This whole movement is part of the conspiracy to put the "niggers" face in the sand. It can only be averted by such vigorous methods as the Negroes of Virginia are now employing in self defense. Keep up the fight, and may God bless and prosper your efforts.

Sincerely yours, believe me,  
JOHN E. BRUCE.

**Rev. Dr. Barksdale Dead.**

May 6, 1904.—  
BARKSDALE—Rev. Dr. J. L. Barksdale, pastor of the Union Baptist Church of this city, died at his residence, 624 South 16th St., this a. m., 9:55.

**Another Court in Manchester, Va.**

Grand Worthy Counsellor John Mitchell, Jr., assisted by Mr. Thos. H. Wyatt, Cashier of the Mechanics' Savings Bank and some of the ladies of the Grand Court of Virginia, instituted King's Daughters Court, No. 70, Monday night, May 9, 1904.

This Court was gotten up through the energetic efforts of Sister Anna Taylor, making her fifteenth Court established.

The Grand Worthy Counsellor highly complimented her on her work of only a few weeks and hoped the Order would blossom and bloom in Manchester as a result.

The following Grand Officers filled the chairs:

G. W. Inspector, Miss M. L. Ohlles; G. W. Spectrix, Mrs. Katie Thomas; G. W. S. Directress, Miss Eva G. Davis; G. W. J. Directress, Miss Lucinda Smith; G. W. Orator, Mrs. S. L. Mitchell; Conductress, Mrs. Rosa Lovings; G. W. Ass't. Conductress, Miss Lucy E. Christian; G. W. Escorts, Mrs. Anna Taylor, Mrs. R. E. Wesley and Mrs.

Nannie C. Johnson, R. O. D. Miss V. O. Proctor; R. of Dep. Mrs. Georgia Bolling; Herald, Mrs. Adlaide G. Thompson; Protector, Mr. Thomas H. Wyatt.

The visitors made short speeches of congratulations after which a bountiful repast was enjoyed by all.

The party went over in one of Mr. A. D. Price's large picnic wagons, and the trip made in 25 minutes time, was highly enjoyed by all.

## The Meeting at Charlottesville.

The Grand Lodge, Knights of Pythias N. A. S. A. E. A. & A., will meet at Charlottesville, Va., in its ninth annual session next Tuesday. Reduced rates have been secured for the Uniform Rank, which will leave next Monday night.

The delegation will leave Monday at 2 P. M. The public meeting will be held Wednesday night in the church of which Rev. R. C. Quarles is pastor.

## \$150.00 Endowment Paid.

Burgess, P. O., Va., April 27th, 1904.—

This is to certify that I have received from John Mitchell, Jr., Grand Chancellor of the Grand Lodge of Virginia, Knights of Pythias, (\$150.00) One Hundred and Fifty Dollars in payment of the death claim of James Diggs, Jr., who was a member of Pythias Lodge, No. 21, Knights of Pythias, N. A. S. A. E. A. & A.

Signed:—  
his  
JAMES X DIGGS, mark.

Witnesses:—  
J. W. PEGRAM,  
Mrs. J. W. PEGRAM,  
MARJETTA DIGGS,  
JAMES KEISER.

—Mr. W. L. Young of Ideal, Va., called on us.

—Messrs W. T. Keen and C. L. Pritchard of Danville, Va., were in the city this week.

—President G. W. Hayes of the Virginia Theological Seminary and College called on us this week.

—Rev. E. D. Samuels of East Orange, N. J., was in the city this week enroute to Portsmouth, Va. He reports his church in a most excellent condition. Mrs. Samuels, who underwent a painful operation some time ago is improving.

—Messrs Henry Bassett and W. M. Preston of Martinsville, Va., and Mr. J. R. Elam of Danville, Va., visited our office this week.

—Sir Geo. W. Rison, in company with Mr. Sutherland of Danville, Va., was in the city this week.

—Miss Helen Clarke of Phoebus, Va., accompanied by Miss Dobson of this city visited us this week, she anticipates spending a few days visiting relatives and friends. We wish her a pleasant stay.

—We return our heartfelt thanks to Sir W. E. Williams and his mother for courtesies extended us during our recent trip to Pulaski, Va. We longed to remain in the "Valley City" of the mountains.

**WANTED**—A first-class practical horse shoer, must be sober, industrious and willing to sign contract for at least a year. Reference required.  
GILBERT O. PRICE,  
49 Florence St.,  
Cleveland, O.

**WANTED**—An energetic, honest man, who understands and can take charge of a job-printing office.  
The CLEVELAND JOURNAL,  
Cleveland, Ohio.

**WANTED**—A first-class colored barber to go to Roncovette, Va. Must be rapid and of a polite and agreeable disposition.  
Address "M," c/o. PLANET.

## THE FIRST COURT OF CALANTHE THERE.

The Grand Worthy Counsellor Present—New Officers.

Charlottesville, Va., May 12, 1904.—

Grand Worthy Counsellor, John Mitchell, Jr., arrived here last evening at about 5 p. m., accompanied by Mrs. Anna Taylor, Deputy, Miss Lucinda Smith, Miss V. O. Proctor and Col. E. R. Jefferson, Assistant Surgeon General for the purpose of organizing a court of Calanthe here.

They were met by Deputy Grand Chancellor James H. Ferguson and Sir Hudson Jenkins. They were soon conveyed to the residence of Mr. and Mrs. James H. Ferguson, where they were made comfortable.

The new court Mt. Calvary was instituted with the following officers: Worthy Counsellor, Mrs. Lucy M. Jenkins; Inspector, Mrs. Nannie A. Arnett; S. Directress, Mattie L. Terry; J. Directress, Lala A. Washington; Orator, Annie Coles; R. of Deeds, Mrs. Carrie Lee; R. of Deposits, Mrs. Nannie Holt; R. of Finance, Mrs. Jenkins; Worthy Escort, Jennie Nelson; Worthy Conductress, Maggie Cooper; Asst. Conductress, Ophelia Scott; Her-

ald, Bettie Galvin; Protector, William Shepherd; Trustees; Mr. James H. Ferguson, Mrs. Adeline Roy, and Mrs. Sallie Brooks.

After the initiation, a supper was served and the visitors heartily enjoyed the repast. They expressed themselves as being much pleased with the visit. The party left for Richmond at 4:05 this morning. Miss Proctor will remain with us today.

## The National Baptist S. S. Union Holds a Great Meeting in Manchester.

The regular monthly meeting of the National Baptist S. S. Union was held on last Sunday, May 8th, 1904 at the Zion Baptist Church, Rev. W. R. Ashburn, B. D., pastor, at 3:30 P. M. The edifice was crowded from pulpit to door. Rev. James H. Stephens welcomed the Union on the part of the church and Sunday-School. President B. H. Peyton responded. The programme rendered by the various schools was very interesting. Excellent addresses were made by Rev. D. W. Davis, D. D., Rev. W. R. Ashburn, B. D., W. H. James and Col. E. A. Washington.

The Union is proud to note the large number of converts reported from the various schools. The next Union will be held at the Mt. Olivet Baptist Church on the 2nd Sunday in June. A lively time is expected. At this meeting plans will be put forth looking forward to the S. S. Convention, which will meet in Danville in August.

## NEARLY 200 THIBETANS KILLED

British Loss Four Killed and Twenty-one Wounded in Last Fight.

British Camp, Kara Pa, Thibet, May 9.—A stiff fight to drive the Thibetans from their positions two miles below the pass lasted for six hours.

The Thibetans, numbering 1500, held the position with great tenacity, and lost nearly 200 before they were expelled. The British losses were Captain Bethune and three men killed and 21 men wounded.

A snow storm prevailed throughout the fight.

**Advance on Lhasa Inevitable.**

London, May 10.—The Daily Mail this morning says it understands that a British advance on Lhasa is now inevitable and that preparations to that end are progressing.

**Five Hundred Mine Workers Strike.**

Shamokin, Pa., May 11.—Five hundred employees went on strike at the Greenough colliery, operated by local capitalists, because the latter changed a system of disbursement which the men claim lessens their daily earnings.

## CAN'T GRANT LIQUOR LICENSES

New Jersey Supreme Court Decides Borough Councils Have No Power.

Trenton, N. J., May 11.—Justice Swayze rendered a supreme court decision in a Hightstown case, which in effect holds that the common councils of boroughs have no power to grant liquor licenses. A number of borough councils throughout the state have been granting licenses by virtue of their charter. The borough laws were revised in 1897, and in the revision nothing is said about licenses. Justice Swayze holds that the revision supercedes all former laws and charters relating to boroughs, and that the power of boroughs is limited to the revision. In consequence of this decision, hotel licenses in all boroughs will now have to be obtained from the county court under the general law and tavern act.

## WILL FLOOD BURNING MINE

Fierce Fire is Still Raging in Locust Gap Colliery.

Shamokin, Pa., May 10.—All hope that the five men who were imprisoned on Thursday last in the burning Locust Gap mine are alive has been abandoned and the mine will now be flooded to extinguish the flames. A fierce fire is still raging in the mine. James E. Roderick, chief of the state bureau of mines; John Fahey and Miles Dougherty, officers of the United Mine Workers, officials of the Philadelphia and Reading company and relatives of the five men in the burning mine agreed that the missing miners were dead, whereupon Chief Roderick gave permission to the company to flood the mine.

**All for a Girl.**

A Russian widow in Lipowitz wanted to marry a young girl, who refused him because he had three children. He thereupon took them into a forest, where they got lost and were finally found as frozen corpses. The widower was imprisoned.

**Space for It.**

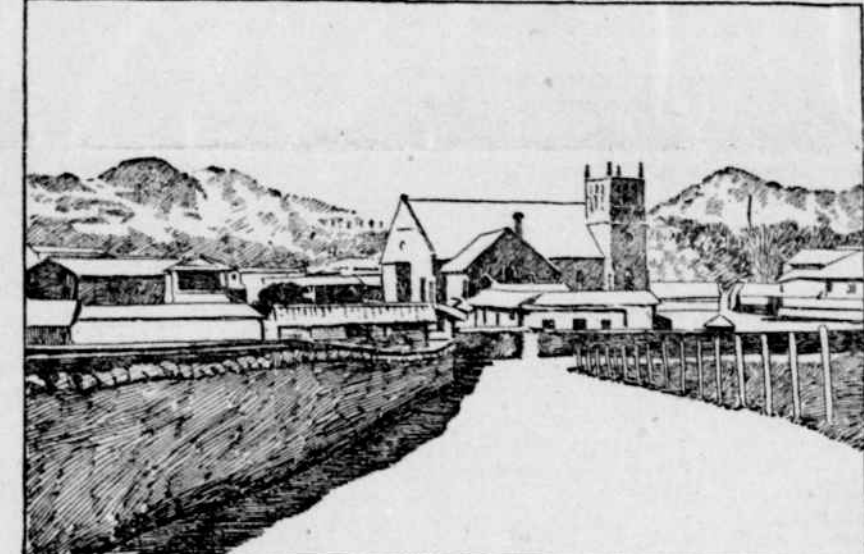
Byron Tennyson Kluping—I hope you will find space for my poem, "In the Midnight's Still Gloom."

Editor—Yes; I'll have the boy empty the waste-basket just as soon as he comes in.—Woman's Home Companion.



MAP SHOWING DISTANCES IN THE RUSSO-JAPANESE WAR.

Starting at Port Arthur on the above map, the outer edge of the first circle is 100 miles distant from the Russian stronghold, and each circle beyond adds another hundred. Thus, from Port Arthur to Fusan is 500 miles, from Port Arthur to Nagasaki about 630, from Vladivostok to Port Arthur about 630, from Port Arthur to Harbin nearly 500. These distances, of course, are as the crow flies, and by water routes and rail they are greater. When it is noted how near Japan is to the scene of war her great success following the sudden beginning of hostilities is not to be wondered at. The Strait of Korea, separating Korea and Japan, is only about 100 miles wide, and warships and troops had comparatively short distances to go.



THE HOME OF RUSSIA'S MINISTER TO KOREA.

## JAPS AGAIN BOMBARD PORT ARTHUR

London Hears They Are Firing at High Angle on Fortress.

## COMMUNICATIONS RESTORED

Russians Report Railroad and Telegraph to Port Arthur Re-established.

Japs Occupy Feng Wang Cheng After Sharp Skirmishing—Kuropatkin May Abandon Liao Tung Peninsula—Rumors of Severe Fighting.

London, May 11.—The Tokio correspondent of the Morning Post, cableing under date of May 10, says that a high-angle bombardment of Port Arthur is proceeding.

One of the explanations of the restoration of the Port Arthur railway suggested here is that the landing of the Japanese at Pitsewo was interrupted by a gale and compelled their temporary retirement to the coast, or that the Japanese are allowing the line to remain open for the removal of non-combatants from Port Arthur prior to a bombardment from land.

According to telegrams from Shanghai, General Kuropatkin is making a general concentration of troops at Mao Tien Ling Pass, where the next great battle is expected to take place.

The Daily Chronicle's correspondent at Shan Hai Kwan, under date of May 10, says that the Japanese first army from the Yalu river already is threatening the Russian position at Hai Cheng. The second army, marching in three divisions in order to co-operate with General Kuropatkin, has defeated the Russians near Wafung Tien with great loss, the correspondent says. He adds that the Japanese artillery was splendidly handled.

The Daily Chronicle's Tokio correspondent declares that Port Arthur will be bombarded with heavy guns, and that a concentrated assault will be made on a well-known vulnerable point in the defenses.

## Gen. Zassaltch Killed in Battle.

Paris, May 11.—The Matin's St. Petersburg correspondent says it is

persistently rumored that there has been a big fight near Mao-Tien-Ling pass between the Russians and General Kuropatkin's army. The Russians, he says, lost heavily, Lieutenant General Zassaltch being among the killed.

## PORT ARTHUR RAILROAD OPEN

Alexieff Reports That Communication with Fortress is Again Established.

St. Petersburg, May 11.—The most important official news from the front is that telling of the complete re-establishment of railroad and telegraphic communication with Port Arthur, although how it was brought about and whether a battle was necessary to accomplish it are mysteries which Viceroy Alexieff failed to clear up.

The elation of the authorities, a natural consequence of this achievement, is sobered by official dispatches showing the activity of the Japanese in Eastern Manchuria. Kuang Gen Sian (Huang Tien Sai?), 50 miles north-east of Feng Wang Cheng, was occupied by the Japanese May 5. The enables an advance along the bad roads to the flank either side at Liao Yang or Mukden. The territory between the main road to Feng Wang Cheng and the river Tayang was being penetrated by such a strong force of Japanese as to lead to the suggestion that another army has landed at Takushan, of which the outside world has not before heard.

The activity of the Japanese, however, has been expected, and therefore has not diminished the satisfaction felt at the opening of communication with Port Arthur. The Slav swings from pessimism to optimism as quickly as a pendulum, and Viceroy Alexieff's dispatch has produced a feeling among the people that the defeat on the Yalu and the interruption of communication with Port Arthur should not have been taken so seriously; that General Kuropatkin never had any intention of making a stand on the Yalu; that the attempt to cut off Port Arthur was an absolute feature of the enemy's plan of campaign and was bound to occur sooner or later, and that the Russians should be thankful that they had time

to prepare for the defense of Port Arthur until General Kuropatkin could relieve it.

The people naturally wish for more details concerning the re-establishment of communication with Port Arthur. All they know definitely is that the railroad has been repaired and that at 5 o'clock yesterday afternoon the first dispatch passed over the reconstructed telegraph lines.

## 30,000 at Port Arthur.

The Associated Press is further informed that the garrison at Port Arthur is stronger than heretofore has been stated. "There is no reason to keep the strength of the garrison at Port Arthur a secret," said the informant of the Associated Press. "The Japanese know it because of their perfect information. We have 20,000 soldiers and 10,000 sailors there. The latter will not be used on the fortifications except as a last extremity. The Japanese will not obtain possession of our fleet even if they capture Port Arthur. The orders to the commander there are that he shall, when a fall is inevitable, to put to sea and engage the enemy. We do not propose for the Japanese to find in the harbor a number of valuable warships which they can seize and add to their fleet. Moreover, in battle the Japanese will suffer as well as our ships, and those of the latter which do not escape will go down to the bottom."

## Has Food For Three Months.

Shan Kai Kwan, May 10.—A merchant here who is in a position to have trustworthy information has informed a correspondent of the Associated Press that at Port Arthur there is only coal sufficient to last the warships for six weeks and that the food supply there will feed 8000 men for three months only.

## JAPS OCCUPY FENG WANG CHENG

Russians Blew Up Magazine Before Retreating.

Tokio, May 9.—Last Friday, after sharp cavalry skirmishes at Erhtaitan, Santaisu and other places, a detachment of infantry belonging to General Kuropatkin's army took Feng Wang Cheng. The Russians before retreating exploded the magazine, but left large quantities of hospital stores, which are being used by the Japanese hospitals.

Natives in the vicinity of Feng Wang Cheng say that last Monday the Russians carried about 800 wounded through that place, and that their casualties probably were above 3000.

A detachment of the Japanese army operating on the Liao Tung peninsula dispersed small bands of Russian troops on Friday and captured Pulan Tien, a railroad station. The Japanese destroyed the railway and telegraph, thus severing the Russian communication with Port Arthur.

## EVACUATING NEWCHWANG

Russians Will Leave Guard to Prevent Pillaging By Bandits.

Shan Hai Kwan, May 10.—The evacuation of Newchwang continues. The Russian authorities have promised to leave a sufficient rear guard to prevent pillaging by the Chinese bandits, who are in the vicinity and awaiting an opportunity to get into the city. Dismantling of the fort continues, all artillery being placed on trains.

Nothing further has been heard of the Japanese transports which were seen recently near Kai Chau.

The Russians are commandeering cattle on the west side of the Liao river, and the Chinese are indignant at this procedure. Eight hundred head of cattle have been seen at Yin Kow.

A Japanese spy has been discovered at Newchwang. He was approached by Russians, who pulled at his queue, which came off. He was taken prisoner, but subsequently escaped with the help of some Chinese, who distracted the attention of the Russians.

The dynamo connected with the mines at Newchwang has not been removed.

## Abandoning Liao Tung Peninsula.

Shan Hai Kwan, May 9.—It is reported here that there has been severe fighting at Feng Wang Cheng, in which the Japanese were victorious. They took many prisoners. The Russians are retreating toward Hai Cheng, 32 miles east by north of Newchwang, and are evacuating the western side of the Liao Tung peninsula.

## BUILDING SUBMARINES FOR JAPS

Newport News Shipbuilding Co. Said to Have Contract For Four.

Newport News, Va., May 11.—From a reliable source it is learned that a contract has just been awarded the Newport News Shipbuilding company for the construction of four Lake submarine boats, destined for service with the Japanese navy in the war now going on in the Far East. Shipyard officials here refuse to confirm or deny the report, but it is believed here that the yard has been rushing work on warships contracted for in an indirect way for the Mikado's government for some time past.